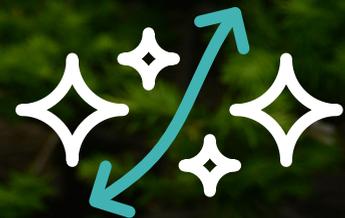
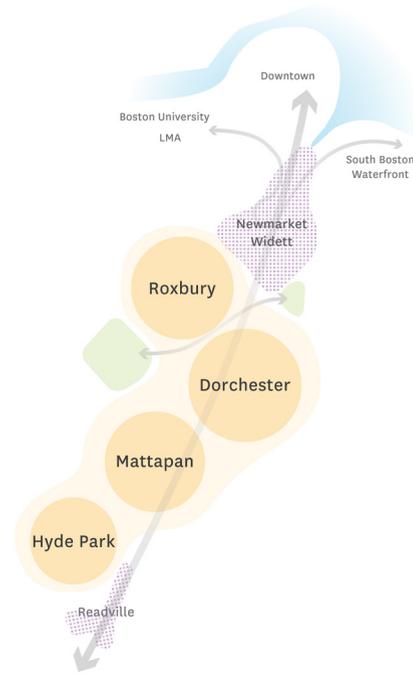


# Generate Networks of Opportunity: Fairmount Corridor



## Expand access to opportunity and reduce disparities through coordinated investments in transportation, neighborhood vibrancy, and education.



The Fairmount corridor, which stretches southwest along the Fairmount/Indigo Line, from Newmarket and Widett Circle, to Dorchester, Mattapan, and Readville in Hyde Park, is a diverse and growing area of Boston. The corridor is home to the city’s largest population of communities of color, sizable and growing immigrant communities, and Boston’s fastest growing population of school-aged children. However, physical infrastructure, gaps in transportation access, and the enduring impact of past policies—from redlining to busing to urban renewal—have created areas where the urban fabric separates communities and reinforces physical, social, and economic inequalities. These divisions create concentrated patterns of poverty, housing-cost burden, premature mortality, and educational disparities, which limit access to opportunity in neighborhoods along the corridor.

As Boston continues to grow, we will guide public- and private -sector investment to better serve residents along the Fairmount corridor. New planning and coordinated investment will be anchored by antidisplacement policies that ensure that the benefits of investments accrue to existing residents and businesses. Improvements to quality and frequency of the Fairmount/Indigo Line to and from South Station as well as other transit will enable residents to get to jobs and schools along the Fairmount corridor and in the commercial core quickly

and reliably. Additional planning and resources will be devoted to enhancing neighborhood main streets, revitalizing transit station areas, and improving signature assets like Franklin Park and the Strand Theatre to strengthen communities and improve quality of life. At the same time, school facilities along the corridor will be renovated, expanded, and built anew—equipping the corridor’s growing number of students with the skills to access opportunity in a changing economy.

Together, these policies will build off one another to create more opportunity and support a higher quality of life for Fairmount corridor residents of all generations. Investments in education, coupled with improved transportation access to job centers will expand economic mobility. Growth in areas like Newmarket and Widett Circle will both reduce the physical divisions that separate Roxbury and Dorchester from the job centers Downtown and in the South Boston Waterfront and create new jobs that are accessible to residents along the Fairmount corridor. In sum, these concentrated investments will help to address existing social, economic, and racial disparities by concentrating investment in the corridor and strengthening connections—physical, economic, and social—to Boston’s traditional economic centers.



The Fairmount/Indigo Line Corridor looking north from Mattapan Square

## This is what we aspire to achieve

### Prevent Displacement

Antidisplacement policies and forward-looking investments in affordable housing will ensure that existing residents can remain in their homes. Proactive policies to promote affordable, stable neighborhoods will combat challenges associated with increased real estate prices that sometimes accompany investments.

### Explore Funding Mechanisms

The City will explore funding mechanisms to promote City- and private sector-catalyzed economic development and ensure neighborhood affordability.

### Expand Quality Pre-K and Invest in School Facilities

Corridor residents will have access to quality education opportunities for lifelong learning and connections to jobs where they can make powerful contributions. The Fairmount corridor will have expanded high-quality Pre-K in BPS and community-based settings along with modernized K-12 school facilities and career-oriented programs to serve the rapidly-growing school-aged population in many neighborhoods along the corridor.

### Improve the Fairmount/Indigo Line

Frequent, fair service on the Fairmount/Indigo Line will boost economic mobility; improve local connections, frequency, and experience



in the short term; and deliver sub-way-level service and regional connections in the long term.

### Encourage Investment and Density Around Station Areas

Investment and density around station areas and neighborhood nodes can be spurred through private investment as well as City-catalyzed investment, including in civic facilities and the public realm. Enhanced libraries, main streets, art and green connections will strengthen communities and improve quality of life.

### Partner to Improve Transportation Connections to Quality Jobs

To maximize economic mobility, Boston must prioritize transportation connections to areas with jobs that provide solid career ladders.

### Invest in Franklin Park

Franklin Park is the crown jewel of Boston's Emerald Necklace. Investment in Franklin Park can make it a more vital citywide destination and central park for surrounding neighborhoods.

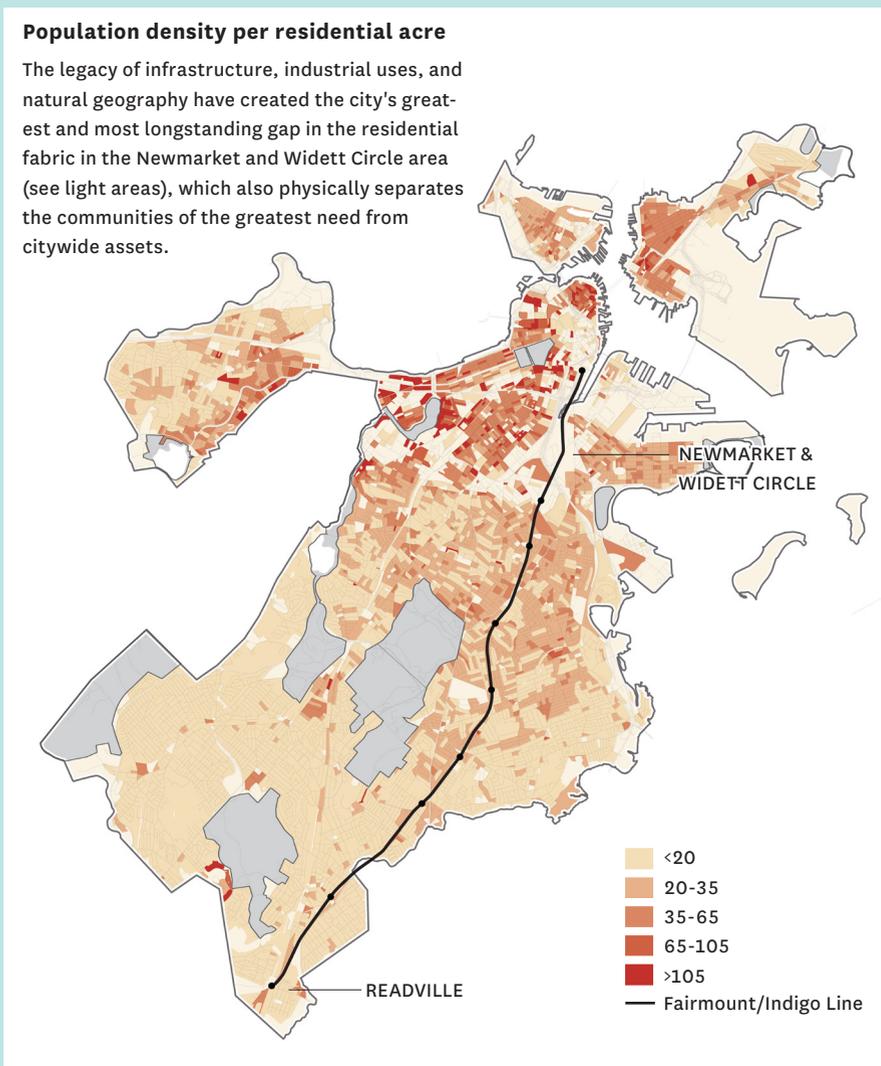
### Create an Active, Green Corridor Along Columbia Road

Columbia Road can become an active, green transportation corridor that connects people to Franklin Park and the waterfront, via the historic Emerald Necklace.

## Physical infrastructure, city policies, and existing transportation networks have reinforced divisions between neighborhoods along the Fairmount corridor.

### Infrastructural Barriers

Physical infrastructure can be a barrier to accessing city assets. In some areas, large infrastructural boundaries, like expressways, separate historically underserved communities from the city's existing and emerging job centers. These types of divisions can be seen in the relationship between Roxbury and Dorchester and Newmarket and Widett Circle; Roxbury and Dorchester are both physically and economically disconnected from some of the most economically vital parts of the city in the South Boston Waterfront and Downtown by Interstate 93 and transit infrastructure, despite being geographically close to these job centers.

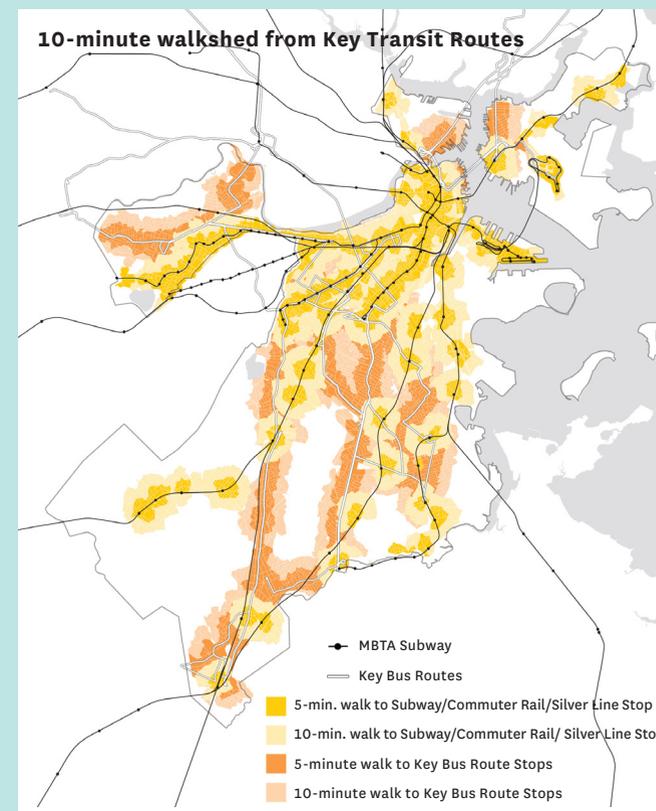
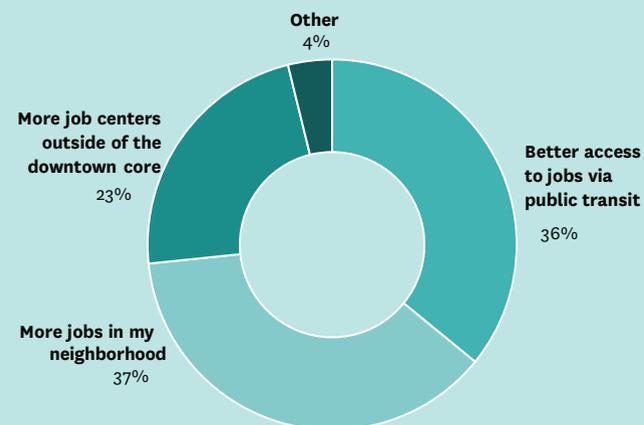


Source: U.S. Census Bureau 2010 Population Count

Source: City of Boston, MassGIS, Go Boston, BDPA

### When asked, "What would help you (or someone you know) access a good job?"

Boston residents replied:



### Poor Transit Access

Boston's transportation system reinforces existing disparities. Although jobs have expanded outside the core over recent decades, Boston's historic transportation system remains focused on connecting residents to the job centers of the core. Decades of underinvestment in some areas of the city have left many communities of color with limited access to quality transportation. Gaps in transit between Roxbury, Mattapan,

and Downtown and the Longwood Medical Area reflect changes to the public transportation system as the current MBTA and bus lines replaced older networks of elevated trains and trolleys. Today, in many areas with large low-income populations, residents have to travel further to reach key transit routes that connect them to job centers, and many residents rely on buses or modes of transportation that are less reliable, less frequent,

and slower. As a result, travel times vary significantly by race and access to opportunity varies significantly between neighborhoods. To successfully reduce disparities, Boston needs to address large-scale physical discontinuities and transportation barriers to improve access to economic opportunities and invest in the local assets within historically underserved neighborhoods.

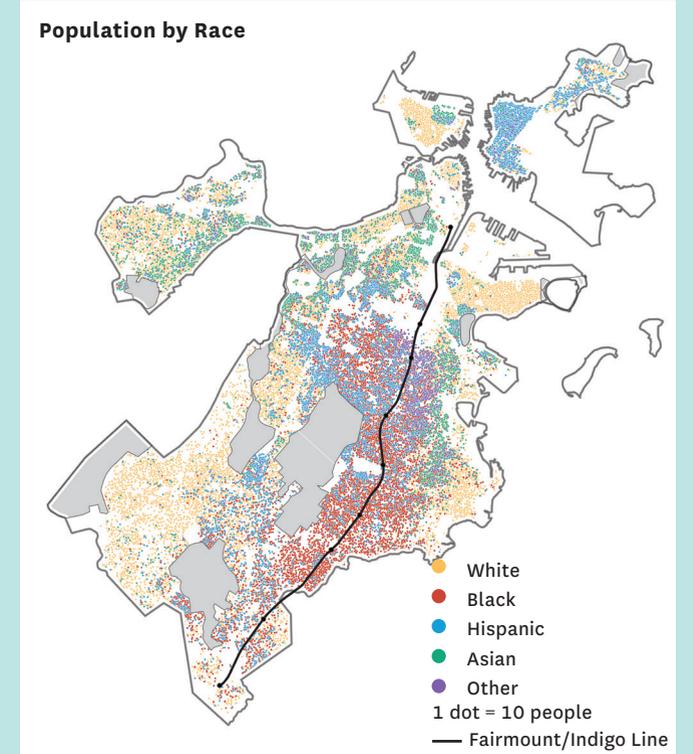
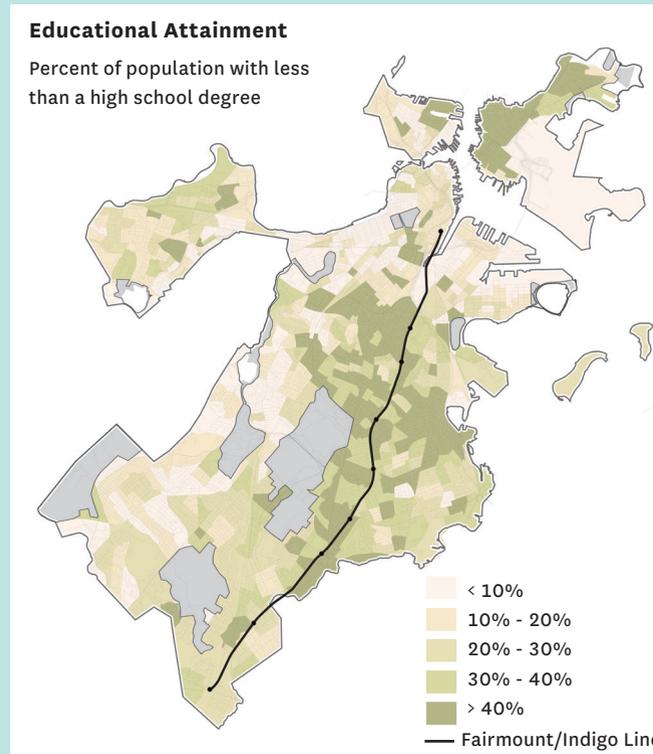
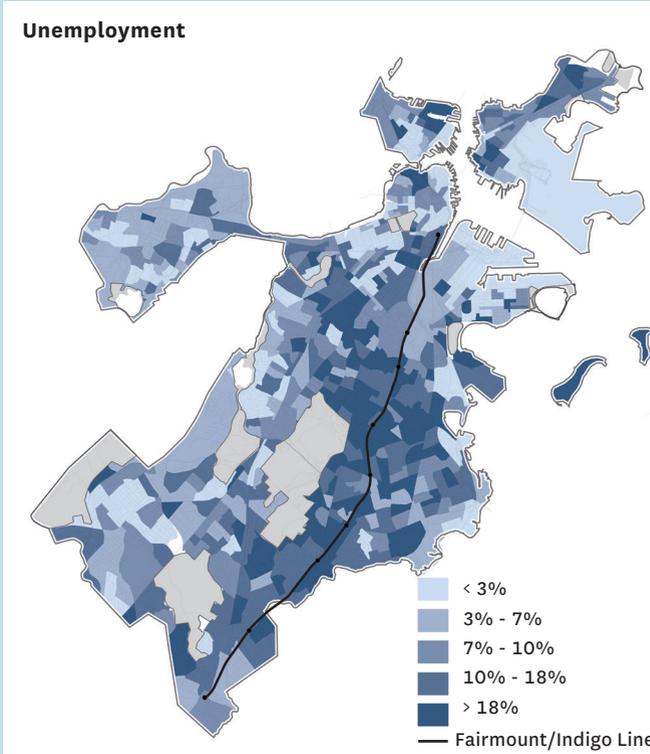
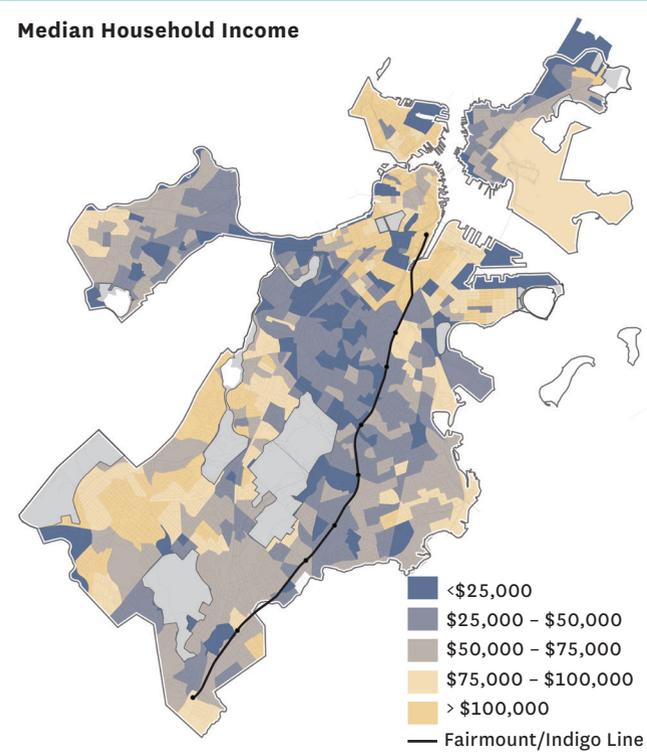
"To connect lower-income communities (like Roxbury, Dorchester, Mattapan) to job centers (like the LMA, Colleges of Fenway, downtown), gold-standard Bus Rapid Transit can help achieve this goal and break down racial inequity in transit access and travel times."

**Roxbury resident via online mapping comments**

## These physical, social, and economic divisions lead to persistent patterns of disparity.

Across most measures of well-being—from income to employment to educational attainment—the neighborhoods along the Fairmount corridor are underserved. Physical and economic barriers reinforce race and

neighborhood divisions and lead to enduring patterns of disparity. Proactive investment concentrated in the Fairmount corridor has the potential to ameliorate some of these disparities.



### Median Household Income

Boston's lower-income households are often clustered in specific neighborhoods, many of which are along the Fairmount corridor. Boston's median household income is \$56,902 but is lower for black, Hispanic, and Asian populations. For black and Asian households, median income is \$37,711 and \$29,966, respectively. White households have a median income of \$70,678.<sup>3</sup>

### Unemployment

Boston's citywide unemployment rate is 5.6 percent but varies significantly between neighborhoods, with higher rates of unemployment in many low-income areas, including along the Fairmount corridor.

### Educational Attainment

60 percent of white Boston residents have a bachelor's degree or higher, while just 19 percent of black and 17 percent of Hispanic residents have bachelor's or advanced degrees. Investments in education to address these disparities will be critical. Additionally, the Fairmount corridor is home to some of Boston's highest-growth neighborhoods. It will be necessary to equip schools with modern spaces and equipment, renovate and expand some buildings, and possibly build new schools in these neighborhoods to meet future demand and give the next generation the tools they need to close the education gap.

### Population by Race

Boston's population is majority people of color; however, some neighborhoods remain highly segregated by race and income and the neighborhoods along the Fairmount corridor have some of the largest nonwhite and foreign-born populations in the city.

Source: 2013 American Community Survey 5-year block group estimates (From a total of population 16 years and over)

Source: 2013 American Community Survey 5-year block group estimates

Source: U.S. Census Bureau, 2009-2013 American Community Survey, BRA Research Division Analysis, MassGIS

## Bostonians emphasized access to economic opportunity in community workshops, surveys, and a tour of the Fairmount/Indigo Line.

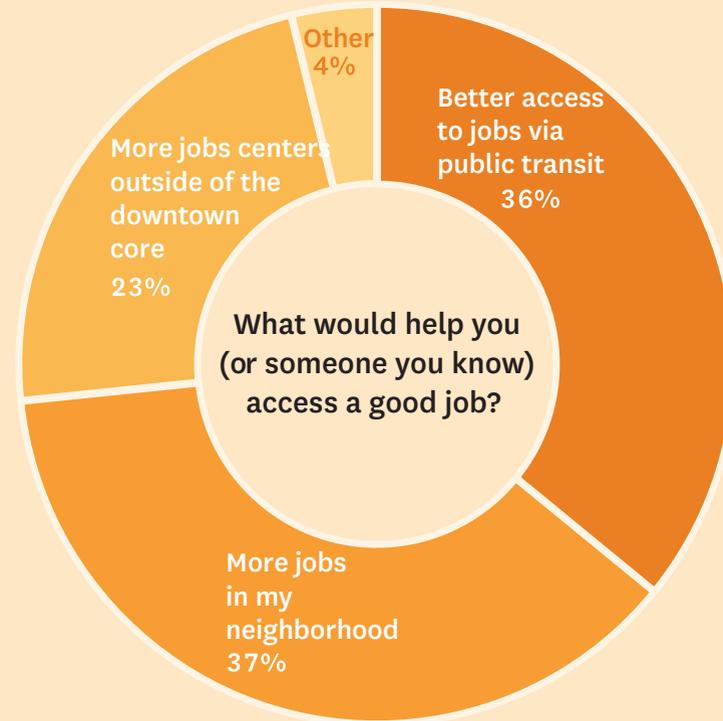
Equity and access to opportunity were common themes heard from participants in the Imagine Boston 2030 engagement process. Residents spoke about the importance of transportation, job-training opportunities, and housing affordability in supporting economic mobility.

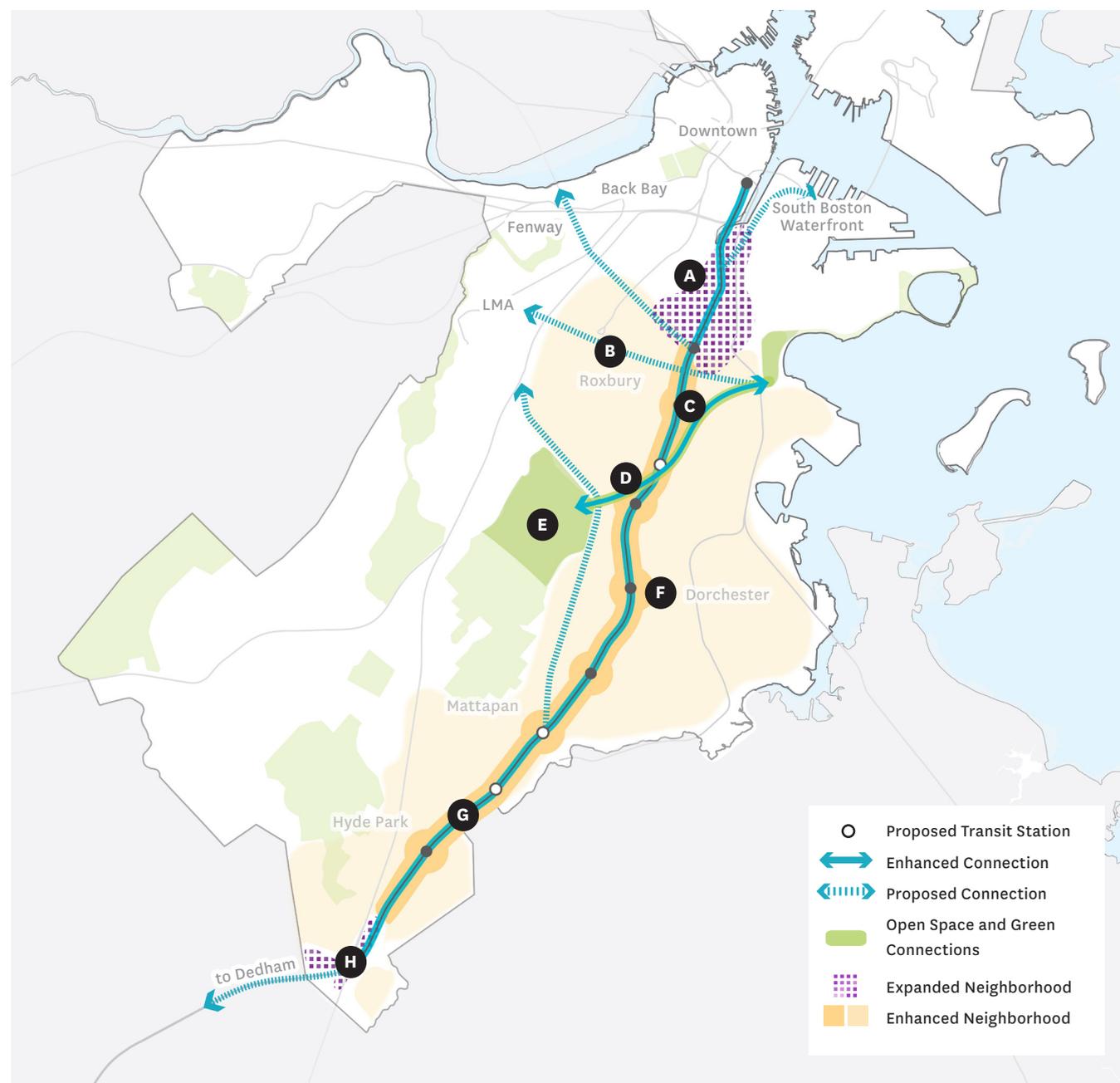
As part of Imagine Boston Week in Fall 2016, residents rode the Fairmount Line with City and MBTA officials.



→ More than 7,000 people responded to a survey in Spring 2016 and emphasized transit access and neighborhood jobs as crucial for economic opportunity.

The Fairmount corridor was circled by participants at a Roxbury workshop, and links were drawn between the corridor and job centers in other parts of the region.





- A** Mixed-use growth and industrial center at Newmarket and Widett Circle
- B** Enhanced east-west connections via rapid bus
- C** Catalytic investments in Upham's Corner
- D** Green, active transportation corridor along Columbia Road
- E** Investments in Franklin Park as a signature green space
- F** Eco-innovation district at Talbot-Norfolk Triangle
- G** Improved connections, frequency, and experience on the Fairmount / Indigo Line
- H** Mixed-use industrial center in Readville

## Actions and Investments

### Transportation

- › Partnerships to improve connections, frequency, and experience on the Fairmount/Indigo Line.
- › New and improved rapid-bus corridors and pedestrian and cycling infrastructure.
- › Hubway expansion in the Fairmount Corridor.

### Open Space

- › Investments in Franklin Park to meet the needs and aspirations of residents in adjacent neighborhoods and boost Franklin Park's role as an iconic citywide destination.
- › Enhancement of Columbia Road as a green, active transportation corridor, which connects neighborhoods, Franklin Park, and the waterfront, and completes the historic Emerald Necklace.
- › Completion of additional green links that connect to other neighborhoods.

### Arts and Culture

- › Foster the creation of an arts innovation district at Upham's Corner, with catalytic City investments and resources to support local artists and arts institutions.

### Housing

- › Proactive implementation of anti-displacement policies that create and preserve affordable housing and support homeownership.

### Economic Development

- › Encouragement of job growth and training in sectors that provide jobs at a variety of education levels, including supporting the neighborhood arts in Upham's Corner, the innovation district between Dudley Square and Upham's Corner and strengthening industrial uses in Readville and Newmarket and Widett Circle.
- › Investments and density around station areas and neighborhood nodes.
- › Exploration of more agile tools and funding vehicles to acquire, assemble, and develop sites.
- › Small business support, including anti-displacement policies and the provision of affordable commercial space, workshops, and a small business support desk.
- › Enhancement of neighborhood main streets to make them more pedestrian-oriented, vibrant, and accessible to the Fairmount/Indigo Line.

### Education

- › Expansion of universal quality Pre-K in the corridor to ensure supply meets demand for quality seats.
- › School construction and renovation projects to provide twenty-first century facilities for the Fairmount corridor's burgeoning school aged population.
- › Strengthened career pathways to quality jobs through partnerships with businesses and nonprofits, Boston Public Schools and City job-training initiatives.

"We need affordability for our families"  
**Business Roundtable**

"There are people in underserved parts of Boston that want to get into the workforce. We need to develop more programs and transportation routes that connect these areas to jobs."  
**Business Roundtable**

## Land Use & Planning

### Knit together neighborhood fabric through new housing and job growth

The City will encourage mixed-use housing and job growth in Newmarket and Widett Circle to strengthen physical connections between Roxbury and Dorchester and job centers in the South Boston Waterfront and Downtown.

[Read more in "Expand Neighborhoods" on page 190.](#)

## Economy

### Expand jobs along the Fairmount corridor

The City will strengthen industrial jobs in Readville, provide significant space for new places to work at Newmarket and Widett Circle, and encourage job growth and training in neighborhoods along the Fairmount corridor, including supporting the neighborhood innovation district between Dudley Square and Upham's Corner.

[Read more in "Expand Neighborhoods" on page 190.](#)

## Arts & Culture

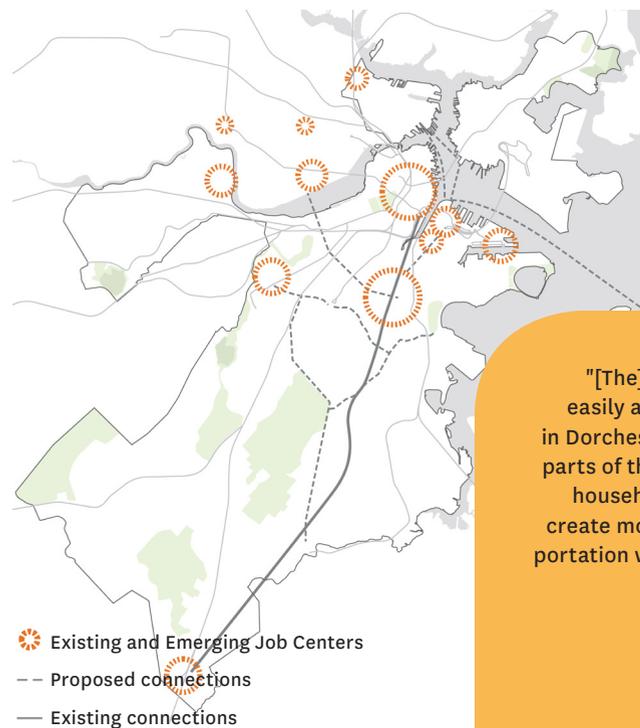
### Support the creation of an Arts Innovation District

The Arts Innovation District at Upham's Corner will leverage City tools, including buildings and zoning, to support local artists and enhance the area's already strong arts institutions.

## Transportation

### Strengthen connections to jobs that enable economic mobility

To maximize economic mobility, Boston must prioritize transportation connections to areas with jobs that provide solid career ladders, such as the healthcare cluster in Longwood Medical Area and the technology and innovation clusters in South Boston. These sectors provide jobs at a variety of education levels, offer family-sustaining wages, and have opportunities for job mobility. Bus route improvements will make Longwood Medical Area more accessible and improvements to the Fairmount corridor will increase access to job nodes in Downtown, South Boston, and outside the city in places such as Dedham.



## Housing

### Stabilize housing and reduce displacement

Better transit service or new open space can increase land value and, in turn, create price pressures for existing residents and communities. To combat these challenges and avoid reinforcing disparities, Boston will implement proactive antidisplacement policies to promote affordable, stable neighborhoods. These policies will aim to create and preserve affordable housing, reduce residential and commercial eviction, and support homeownership. They will be tailored to the specific price pressures and evolving real estate market of each neighborhood along the Fairmount Corridor.

[See "Boston's Antidisplacement Approach" on page 300](#)

"[The] Downtown area is not as easily accessible to people living in Dorchester and Roxbury. If those parts of the city have lower median household incomes, how can we create more access to public transportation without raising the costs?"

**Mayor's Youth Council Representative via electronic comment**

## Education

### Meet the demand for quality Pre-K seats

Boston's plan for Universal Quality Pre-K prioritizes Fairmount corridor neighborhoods, particularly Roxbury, Dorchester, and Hyde Park, where sizable gaps exist between the demand for pre-K seats and the number of high-quality pre-K seats. The City will invest in improving quality in schools and in community-based settings, ensuring that four-year-old pre-K classrooms feature degreed and well-compensated teachers, use formal curricula, have ongoing professional coaching, and focus on consistent parent engagement.

### Provide twenty-first-century learning experiences and facilities

The City plans to modernize the district's 134 school buildings, with a focus on the Fairmount corridor. Demographic analyses show that Dorchester, Mattapan, and Roxbury will be among Boston's highest-growth neighborhoods for school-aged children over the next decade. To meet future demand in these neighborhoods, the City must equip schools with modern spaces and equipment, renovate and expand some buildings, and, possibly, build new schools.

### Seamlessly connect education to career

The City aims to provide gap-free pathways from education to career opportunities, such as through the Mayor's Summer Jobs program, which serves youth in the Fairmount corridor, or through partnerships with local companies and programs that enhance learning for students. Initiatives to place vocational training in commercial facilities both ensures that students are being trained on the most up-to-date technology and work practices and that students can begin to build their professional network before graduation.

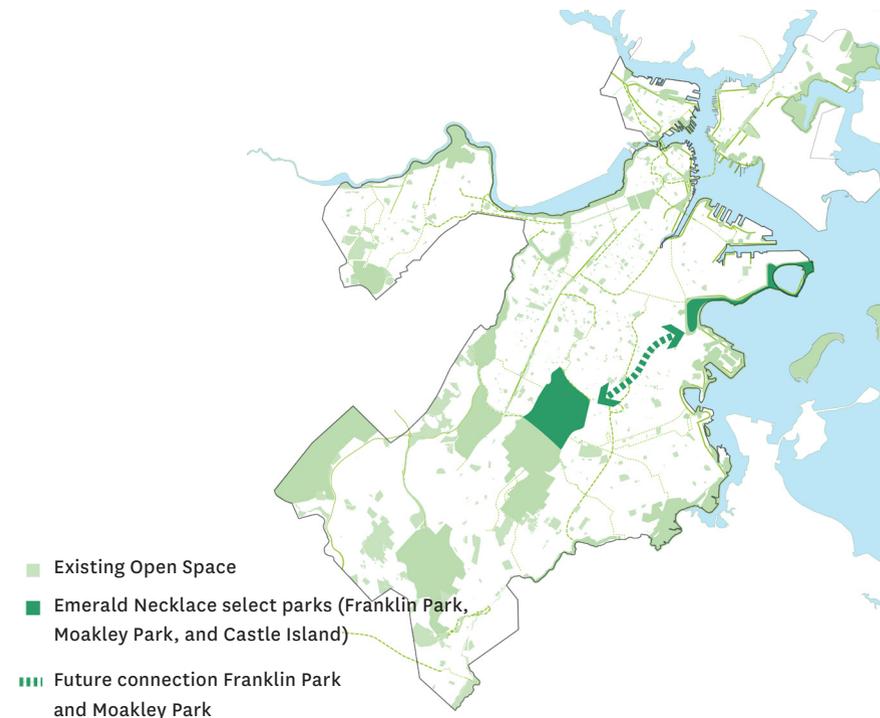
## Open Space

### Invest in Boston's largest park, Franklin Park

Investment in Franklin Park will boost active and passive uses, activate the edge of the park, and strengthen transit connections, including through rapid bus, to draw Bostonians from nearby neighborhoods and across the city. Investments will be aimed to further enrich the experiences of the park and its historic and natural value, as well as Franklin Park's role as an iconic destination.

### Connect the final section of the Emerald Necklace to Boston's waterfront

Completing the Emerald Necklace can strengthen connections between Dorchester and the waterfront via a multimodal green corridor.



## Fairmount/Indigo Line Improvement

### Same Neighbors, Better Transit: Frequent, Fair Service to Boost Economic Mobility

A community's economic mobility is often dependent on access to efficient and affordable transportation. In an area of the city with lower access to economic opportunity, high proportions of residents of color, and lower educational attainment, the Fairmount/Indigo Line's infrequent service and inferior connections have restricted ladders of opportunity for residents in the line's surrounding areas. By partnering with the state, local organizations, and community members, Boston is investing in neighborhoods surrounding the line, and

simultaneously increasing the quality of service on the Fairmount/Indigo Line to reinforce job growth and economic mobility.

Investments in neighborhood assets and increased transportation service have sometimes historically led to heightened price pressures and risks of displacement. Boston is committed to implementing proactive antidisplacement strategies, ensuring that investments prioritize affordability and that the policies put in place fully benefit those who currently live in the Fairmount corridor.

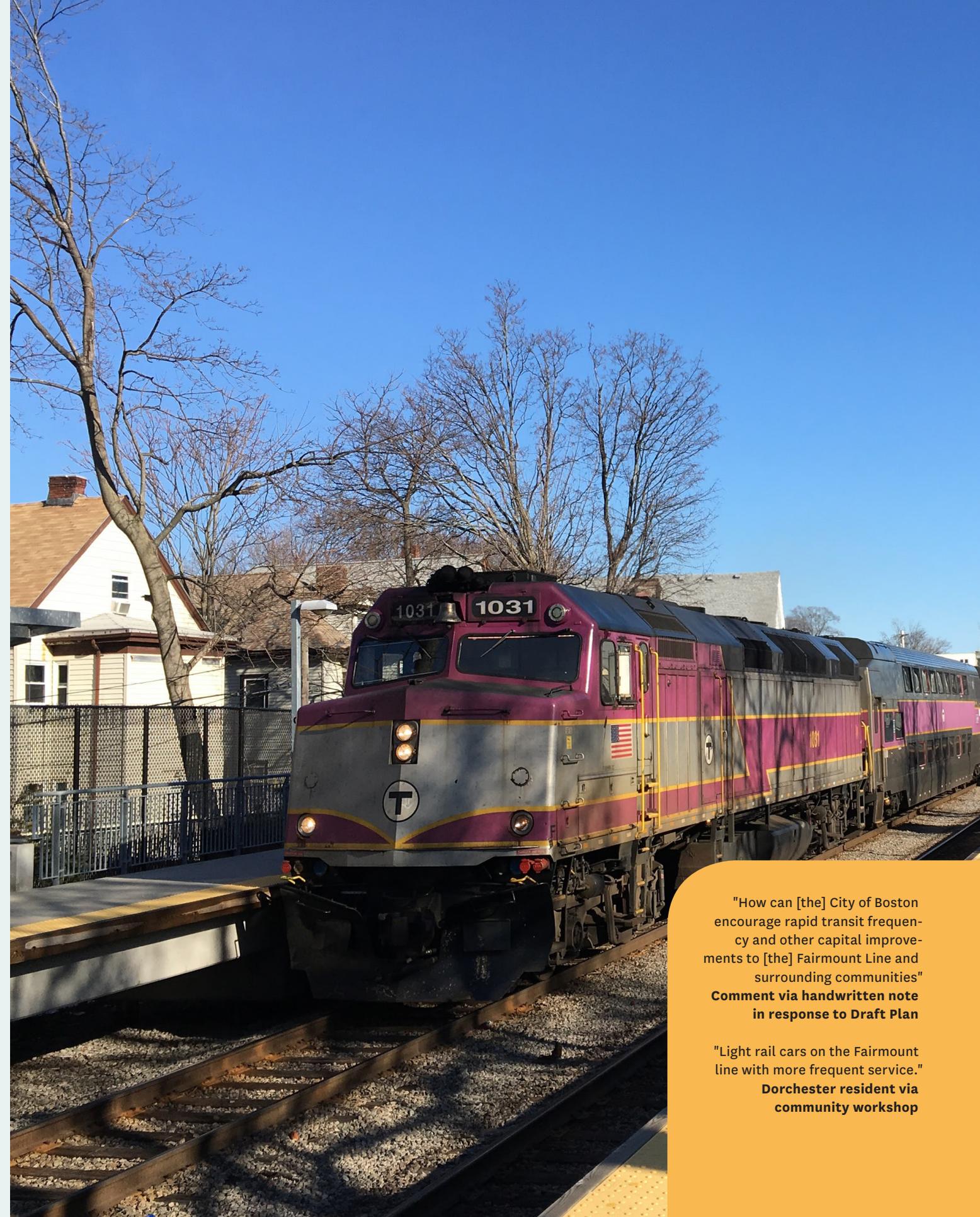
### Short Term: Improving Local Connections, Frequency, and Experience

While the long-term strategy may take significant time and resources, Boston is taking immediate actions to make the service better for residents along the Fairmount corridor. The immediate steps focus on collaborating with the MBTA and others to jointly improve the cost, frequency, and accessibility of the Fairmount/Indigo Line. In terms of cost, priority steps include ensuring an equitable fare structure and improving integration with the rest of the MBTA system—including via free transfers to the other lines. The City will coordinate with the MBTA to pilot increased frequency, including by increasing the frequency of existing service during off-peak hours. The City will also coordinate with partners to improve how buses connect with the train and work to further improve the frequency and dependability of the line through an equitable service policy. The line will become more accessible through enhanced pedestrian and bicycle connections to the stations, improved entrances, and wayfinding, additional Hubway networks serving station stops, signs showing real-time bus and train-arrival information, and overall station safety. Each of these initiatives will both improve access to and from the Fairmount Corridor and help to refine our long-term investments.

### Long Term: Delivering Subway-Level Service & Regional Connections

Boston's long-term strategy is twofold: delivering subway-level service on the line and connecting this line to regional job centers. These joint strategies will connect residents in this corridor with key regional jobs centers, educational opportunities, and cultural experiences. They will also connect residents of the region to the businesses and cultural institutions in the corridor.

The City is currently advancing both of these objectives through preliminary conversations with MassDOT. To enable subway-level service, the City is looking at different train models throughout the Boston system and beyond to find the right type of car for this line. The City is also looking at how this line can connect with job centers both within Boston—such as the South Boston Waterfront—and throughout the region—such as Dedham.



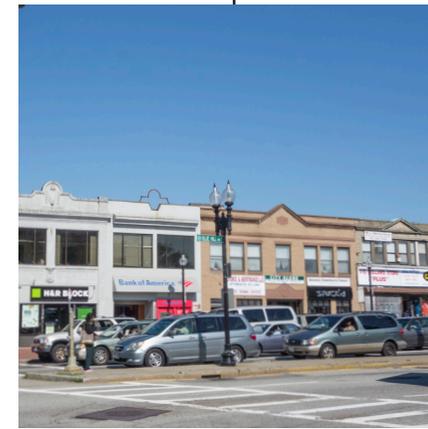
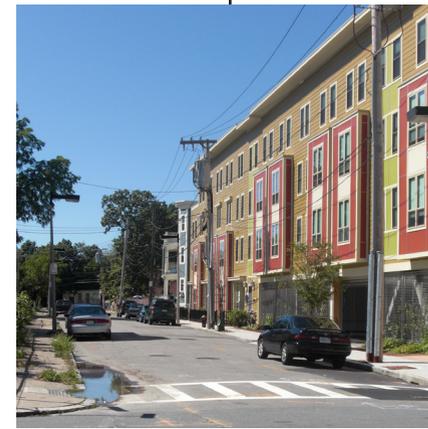
"How can [the] City of Boston encourage rapid transit frequency and other capital improvements to [the] Fairmount Line and surrounding communities"  
**Comment via handwritten note in response to Draft Plan**

"Light rail cars on the Fairmount line with more frequent service."  
**Dorchester resident via community workshop**

## Boston will build on neighborhood strengths to catalyze new public and private investment and density around Fairmount/Indigo train stations and neighborhood centers.

"Expand jobs along the Fairmount corridor, and also [add] more mixed-use space [and] buildings at all transit stops."  
 Comment via handwritten note in response to Draft Plan

● Existing stations  
 ✱ Proposed stations



### Newmarket and Widett Circle

Newmarket and Widett Circle form a large knot that separates some of the communities with the most persistent disparities from the growing economic engines of the city. A lack of connective infrastructure with the area makes it hard for pedestrians or cyclists to go back and forth between Downtown and neighborhoods like South Boston, Dudley Square, and the South End. Given the industrial heritage of the area, the existing industrial businesses, and rail lines along the Fairmount corridor, there is strong potential for growth that supports existing critical industrial uses, connects communities and provides a mixed-use job center linked to nearby neighborhoods.

[see page 213 for more detail](#)

### Upham's Corner

Upham's Corner is an important commercial and community center that anchors a strong and stable residential neighborhood. It is home to a historic main street, a vibrant arts presence, and a burgeoning innovation ecosystem that will be supported by continued City investment. Physical investments in Upham's Corner aim to prevent housing displacement while increasing the overall supply of housing, revitalize historic assets such as the Strand Theatre, preserve the supply of affordable commercial spaces, and bolster the neighborhood's role as a hub for arts & culture.

[see page 161 for more detail](#)

### Four Corners / Geneva Avenue

The Four Corners/Geneva Avenue area is a walkable community with active Main Street districts supported by diverse residential neighborhoods. The neighborhood is home to the newest station on the Fairmount Line, which opened in 2013, and was a focus area of the Fairmount Indigo Planning Initiative. Recent planning has included modifying zoning to facilitate transit-oriented development around the station, improving the Bowdoin/Geneva intersection, and leveraging publicly-owned property to support development.

### Talbot-Norfolk Triangle

The Talbot Norfolk Triangle is a residential area with a mix of affordable and market-rate development by the new Talbot Avenue Fairmount/Indigo Line station. The community has a nationally known eco-district—the Talbot-Norfolk Triangle Eco-Innovation District—where a coalition of residents, community organizations, and municipal partners have come together to support sustainability as a guiding principle for neighborhood development. Current initiatives include retrofitting housing to reduce energy use, reclaiming spaces and redeveloping vacant lots as green space, developing new transit-oriented affordable housing, and solar projects that serve low-income residents.

### Mattapan Square

Mattapan Square is a growing business district near the planned Blue Hill Ave. station. This vital commercial and cultural district has wide streets and sidewalks and is surrounded by strong residential neighborhoods. As part of the Fairmount Indigo Planning Initiative, a recent Station Area Plan directs investment towards streetscape improvements and small business support at Mattapan Square and along Blue Hill Avenue, accommodating mixed-use, mixed-income development near the station, and supporting the existing community through affordability and antidisplacement initiatives. The Blue Hill Avenue station, when it opens in 2019, will be the ninth station on the Fairmount/Indigo Line.

### Readville

Readville in Hyde Park is a longstanding cluster of industrial uses between residential neighborhoods. It sits at the intersection of multiple rail lines and nearby highways. These transportation routes, coupled with the existing industrial uses, present an opportunity for the area's existing industrial base to be strengthened as an anchor for the city's industrial economy and for some contextually sensitive transit-oriented mixed-use development.

[see page 229 for more detail](#)

## Resilience and Racial Equity Lens

A resilience and racial-equity lens can assess the impact of investments and policies.

Boston's Resilience and Racial Equity Program, through 100 Resilient Cities, identifies five questions to evaluate policies through the lens of resilience and racial equity:

- › What was the impetus for this policy or program?
- › What are the possible unintended consequences of the policy?
- › What steps can be taken to avoid or repair these unintended consequences?
- › How are the area and the communities that would face unintended consequences part of developing the plan?
- › Choose a measure which, if it were crossed, should trigger a re-evaluation and plan of action within 6 months.

The questions below highlight how that lens can be applied to investments and policies along the Fairmount corridor.

### What was the impetus for this policy, program, or practice?

Neighborhoods along the Fairmount corridor lag most other areas in the city on many measures of well-being. A combination of historical policies, physical infrastructure that separated communities, and gaps in transportation service reinforced by market dynamics are partly responsible for these disparities. The City will invest in the Fairmount corridor to target disparities between communities along the corridor and the rest of the city—with the aim of significantly increasing economic mobility, life expectancy, and overall well-being of existing communities by 2030.

### What are possible unintended consequences of the policy?

While investments are intended to boost mobility for all, they have the potential to increase real estate prices and thereby trigger more rapid displacement. This could disproportionately impact people of color, low-income residents in non-deed-restricted housing, legacy small businesses, and other communities along the corridor.

### What steps can be taken to avoid or repair these unintended consequences?

The City will further develop an antidisplacement program that is tailored to the neighborhoods' specific strengths and stability needs and proactively implemented in advance of or in conjunction with key investments. This will establish planning for antidisplacement as a foundation for all investments.

### How are the area and the communities that would face unintended consequences part of developing the plan?

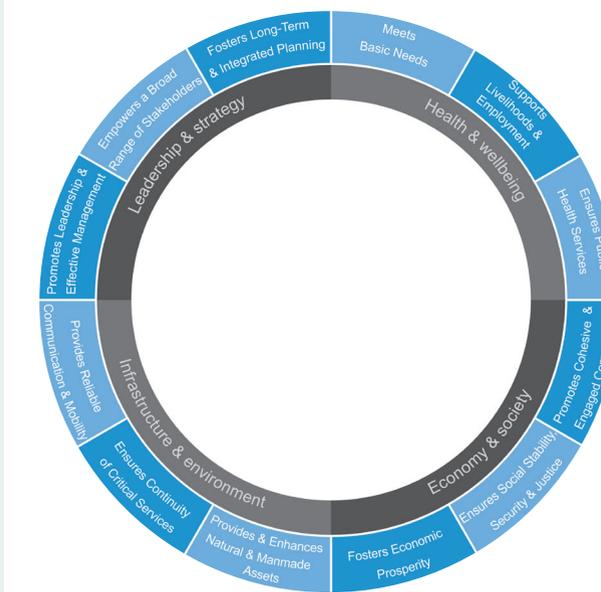
Key investments and policy initiatives will involve a robust community process that includes interactive community meetings, site visits, visioning sessions, and additional outreach to residents and businesses with the highest risk of displacement.

### Choose a measure which, if crossed, should trigger a re-evaluation and plan of action within six months.

Boston has placed a high priority on maintaining the stability and diversity of the corridor. In addition to ongoing evaluation and plan adjustments to ensure these goals are being met, if there is a greater than 10 percent net loss of households making under \$50,000 (2017 dollars) from the corridor, the City will trigger a re-evaluation based on this within six months.

## City Resilience Framework (CRF)

100 Resilient Cities's City Resilience Framework is made up of four dimensions—Health & Well-being, Economy & Society, Infrastructure & Environment, and Leadership & Strategy—and is further defined by 12 drivers of resilience.



As part of 100 Resilient Cities, pioneered by the Rockefeller Foundation, Boston is focusing on embedding racial equity, social justice, and social cohesion into Boston's first Resilience Strategy. In 2015, Boston partnered with community organizations and businesses to convene a series of workshops, meetings, and events to understand Bostonians'

priorities for the resilience strategy. In 2016, Boston collaboratively hosted a series of workshops to understand the connection between resilience and racial equity, which meant tackling difficult conversation about racism. This process led to a resilience and racial equity lens which includes key questions the City can use to evaluate policies and programs.

↓ Chief Resilience Officer Dr. Atyia Martin at a community meeting. Dr. Martin leads the Mayor's Office of Resilience and Racial Equity.



"Meaningful, empowered and well-trained neighborhood civic bodies interacting with and participating in citywide and regional decision-making processes"  
**Jamaica Plain resident via online survey**